

## CHAPTER 4: AFFECTED ENVIRONMENT

The Louisville Metropolitan Area (LMA) is comprised of five counties: Bullitt, Jefferson, and Oldham in Kentucky, and Clark and Floyd in Indiana. It is bisected by the Ohio River, which serves as a major navigational, recreational and aesthetic feature. The LMA is a strong economic and employment center that includes business services, retail, banking, shopping centers, residential neighborhoods, industrial land uses and manufacturing and commercial goods distribution.

The LMA is situated in two distinct physiographic regions divided by the Ohio River – the Outer-Bluegrass region on the Kentucky side and the Bluegrass Natural region on the Indiana side. The terrain in the project area ranges from the nearly level river valley immediately surrounding the Ohio River, to the Knobs of western Jefferson and Floyd Counties. The East End of the project area is characterized by gently rolling terrain typical of the Outer-Bluegrass region. Conversely, the downtown areas of Louisville, Jeffersonville and New Albany are nearly level and are dominated by a “built” landscape consisting of large buildings and the existing bridges.

Along the banks of the Ohio River, steep cliff lines and rocky escarpments create a distinct topographical transition from the flat lands of Kentucky into frequently inundated floodplains. These floodplains hold large amounts of sand and gravel, resulting in a high water-storage capacity. They are linked to the geological characteristics of the Jefferson County/Southern Indiana area. The floodplains extend along the river throughout the Louisville/Jefferson County and Southern Indiana corridor.

Water features in the project area include the river, streams, lakes, underground aquifers, floodplains and wetlands. Streams include Harrods Creek, Goose Creek, Little Goose Creek, Muddy Fork, Beargrass Creek and Wolf Pen Branch in Kentucky, and Lentzier and Lancassange Creeks in Indiana. Sources of water vary widely throughout the project area. The Ohio River provides over 211 million gallons of water per day to the city of Louisville and Jefferson County region. Deep wells in the gravelly outwash areas along the river also furnish an abundant water supply.

The discussion in this chapter focuses on the affected environment; that is, the existing setting and conditions of the area that may be affected by this project. This chapter is organized by the following categories: Social/Economic, Agricultural, Cultural, Air Quality, Noise, Vibration, Natural Environment, Water Resources, Floodplains, Wetlands, Visual and Aesthetic and Hazardous Substances. For this project, the overall study area was divided into two areas, the Downtown corridor and the East End corridor; the East End corridor is a combination of the Near East and Far East corridors (see Figure 4.0-1). However, in some cases, the description of some resources extends beyond these boundaries.



## **4.1 Social/Economic**

### **4.1.1 Introduction**

The city of Louisville and the five counties that comprise the LMA contain a history of diversity, growth and economic prosperity that is inextricably linked to the Ohio River. Over the years, development has extended out from the urban core. After WWII, thousands of acres of farmland were converted to neighborhoods and residential tracts. The freeway system provided for growth and economic development in the suburban areas as well. Several major manufacturers such as General Electric and Ford Motor Company moved operations out of the city and into the suburban area of Jefferson County during this period.

Between 1950 and 1960, the LMA experienced its largest population increase, from 599,267 to 754,253. During this period, eastern Jefferson County became increasingly suburbanized. This suburbanization had an effect on downtown Louisville, and between 1960 and 1970, the city experienced a decline in population, prompting local officials to begin an urban revitalization effort.

At the beginning of the 21<sup>st</sup> century, the LMA remains in the process of change. The outward flow of business, industry and population from the city to outlying areas of Jefferson and surrounding counties has continued. According to the 2000 Census, population in the city of Louisville declined 4.7 percent, from 269,063 to 256,231, during the previous ten years. However, the suburban population in Jefferson County increased 4.3 percent during this same period.

Louisville and Jefferson County attract a large number of workers commuting from surrounding counties. The 1990 census data indicates that over 33,800 people commute from outside communities into the LMA. Conversely, approximately 13,600 workers commuted from the LMA to outside communities. The CTPP package, Census Transportation Planning Package, for the 2000 census has not yet been released. However, other applicable 2000 census data has been utilized, where available. Much of the socio-economic data presented herein is based on the 1990 census data.

### **4.1.2 Existing Social and Economic Setting**

#### **Population**

According to the most recent census data, the total population of the LMA increased 7.84 percent from 1990 to 2000. While not as high as the percentage increases seen statewide in Kentucky and Indiana, this is a reversal of the trend from 1980 to 1990. The most dramatic increases occurred in Bullitt and Oldham Counties in Kentucky, where population increased by 33 percent during the last decade. Additionally, population in Floyd and Clark Counties increased at rates greater than the overall rates in either state over the past 10 years. Table 4.1-1 provides population data from the last three decennial censuses.

**TABLE 4.1-1**  
**TOTAL POPULATION TREND FOR THE PROJECT AREA**

Area	1980	1990	% Change	2000	% Change
Kentucky	3,660,324	3,685,296	0.68%	4,041,769	9.67%
Indiana	5,490,224	5,544,159	0.98%	6,080,485	9.67%
Louisville Metro. Area	906,152	897,948	-0.91%	968,313	7.84%
Bullitt County	43,346	47,567	9.74%	61,236	28.74%
Jefferson County	685,004	664,937	-2.93%	693,604	4.31%
Oldham County	27,795	33,263	19.67%	46,178	38.83%
Floyd County	61,169	64,404	5.29%	70,823	9.97%
Clark County	88,838	87,777	-1.19%	96,472	9.91%

Source: U.S. Census Bureau

### Ethnic Composition

The LMA includes a strong African American presence with long established cohesive neighborhoods and churches. As illustrated in Table 4.1-2, the percentage of African Americans in the LMA is almost twice that of the overall percentages in either Kentucky or Indiana. The highest percentage of African Americans resides in Jefferson County. Additionally, the LMA is seeing an increase in its Hispanic population. Other races within the LMA collectively represent less than 1.1% of the total population. These include American Indian or Native Alaskan (0.2%), Asian (0.1%), Native Hawaiian or Other Pacific Islanders (0.1%) and Other (0.6%). No neighborhoods representing these races were observed in the project corridors.

**TABLE 4.1-2**  
**RACIAL DIVERSITY OF THE PROJECT AREA**

Area	% Black (1990)	% Black (2000)	% Hispanic (1990)	% Hispanic (2000)*
Kentucky	7.1%	7.3%	0.6%	1.5%
Indiana	7.8%	8.4%	1.8%	3.5%
Louisville Metro. Area	13.6%	14.7%	0.6%	1.6%
Bullitt County	0.4%	0.4%	0.3%	0.6%
Jefferson County	17.1%	18.9%	0.7%	1.8%
Oldham County	3.6%	4.2%	0.6%	1.3%
Clark County	5.4%	6.6%	0.6%	1.9%
Floyd County	4.1%	4.4%	0.4%	1.1%

Source: U.S. Census Bureau

\*Latinos are included with Hispanic populations in the 2000 Census only.

## Per Capita Income

Per capita income for the LMA is higher than for either the state of Kentucky or Indiana (see Table 4.1-3). Of the counties in the LMA, Jefferson and Oldham have the highest per capita income. In 1999, only Clark County was marginally below the Indiana statewide average.

**TABLE 4.1-3**  
**1989 AND 1999 PER CAPITA INCOME FOR THE PROJECT AREA**

Area	1989	1999
Kentucky	\$11,153	\$18,093
Indiana	\$13,149	\$20,397
Louisville Metro. Area	\$13,601	\$21,966
Bullitt County	\$10,907	\$18,339
Jefferson County	\$14,067	\$22,352
Oldham County	\$15,510	\$25,374
Clark County	\$12,068	\$19,936
Floyd County	\$13,203	\$21,852

Source: U.S. Census Bureau

## Land Use and Land Use Planning

The existing land use throughout the LMA is a combination of parks, open space, residential, commercial and industrial (see Figure 4.1-1).

### Indiana

The Falls of Ohio State Park is the largest recreational park/open space within the western Jeffersonville area. East of Jeffersonville, the land use changes into high-density single-family homes, usually in subdivisions. This change in land use exemplifies a suburban setting common to areas surrounding large cities. Commercial development is located in easily accessible areas, generally along the major thoroughfares.

Moving toward the eastern end of the LMA, industrial land uses lie between Jeffersonville and the town of Utica. The Clark Maritime Center is an 830-acre industrial facility with international port facilities and ocean access via the Ohio River. It is located along the Ohio River and is bounded by Lancassange Creek to the west, Middle Road to the north, and Utica-Sellersburg and Brown Forman Roads to the east. The Clark Maritime Center is designed for transportation-intensive industries and offers highway, waterway and rail access. New high-density residential subdivisions are currently being developed north of the Clark Maritime Center.

The communities of Jeffersonville, Clarksville and Utica have developed comprehensive plans for future development. Key components of the plans include history, land use descriptions,

demographics, infrastructure, community facilities, housing, economic climate, agriculture and environment. The “Clark County Comprehensive Plan,” which covers Jeffersonville and Clarksville identifies its most important resources as agriculture, employment/economy, education, population and land use. According to the land use map, an equal balance of residential, industrial and retail exists throughout the county. Older industrial uses are located in the downtown Jeffersonville area near the river. Residential, retail and agricultural land uses are spread throughout the county. The “Clark County Comprehensive Plan” lists ten goals set to guide future growth, including:

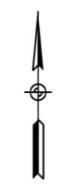
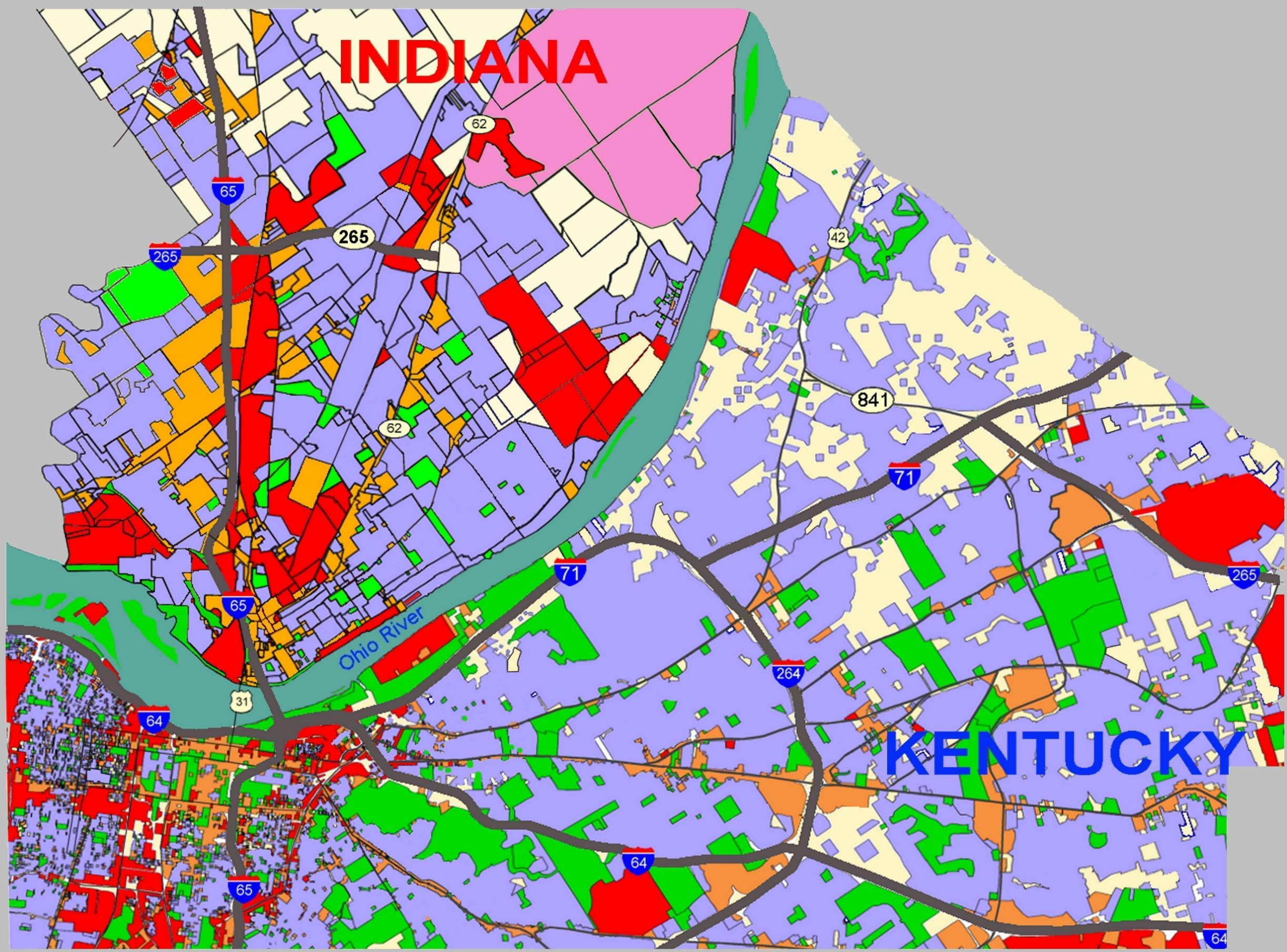
- Ensuring that infrastructure facilities and amenities are sufficient to support the long-term growth and development of the county;
- Ensuring that residential development occurs in areas where residents are least likely to be adversely affected by incompatible uses; and
- Encouraging commercial development where it can be adequately served by public facilities, by being accessible to consumers and aesthetically pleasing.

According to Utica’s “Land Use and Public Improvement Feasibility Analysis and Implementation Plan,” the majority of the land use in Utica is single-family residential. The remainder includes multi-family residential, park/cemetery, public/quasi public, business and industrial uses. Commercial uses in Utica are limited to the 4<sup>th</sup> Street area, and industrial land uses include the marine builders located along the Ohio River. Infrastructure and community facilities within Utica cited in the plan include water, storm water, sanitary sewers, streets and roads and community facilities. Nineteen homes are deemed substandard according to the plan. A number of homes are pending buyout from the Indiana Housing Finance Authority (IHFA). The owners of fourteen homes have expressed interest in the buyout as a result of repetitive flooding. Over half the homes in Utica were built prior to 1950. Goals listed in the plan include a commitment toward protecting the environment while seeking to expand the level of infrastructure, employment base and housing stock. The projected 2020 land use for the project area in Indiana is shown on Figure 4.1-2

### Kentucky

Downtown Louisville consists of high-density commercial, industrial and residential development. Along the riverfront and just under the Kennedy Bridge, Waterfront Park serves as the largest park within the Downtown area. Moving east, the land use becomes less densely populated until reaching the suburban areas of eastern Jefferson County. The residential parcels consist of single-family homes, ranging from large estates to high-density units. Commercial centers are located throughout eastern Jefferson County, typically along or adjacent to the major thoroughfares and intersections. Further east, moving towards Oldham County, the land use becomes mainly agricultural.

Louisville’s updated comprehensive plan, known as “Cornerstone 2020,” focuses on how to incorporate change while enhancing the quality of life within the community. It consists of the following elements: Community Form/Land Use, Marketplace, Mobility/Transportation, Livability/Environment, and Community Facilities.



**Legend**

-  Open Space or Public
-  Residential & Related Uses
-  Business and Commercial
-  Industrial
-  INAAP Redevelopment
-  Undeveloped



Miles

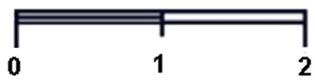
**EXISTING LAND USE**

Figure 4.1-1



**Legend**

-  Open Space or Public
-  Residential & Related Uses
-  Business and Commercial
-  Industrial
-  INAAP Redevelopment
-  Undeveloped



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**PROJECTED INDIANA  
2020 LAND USE**

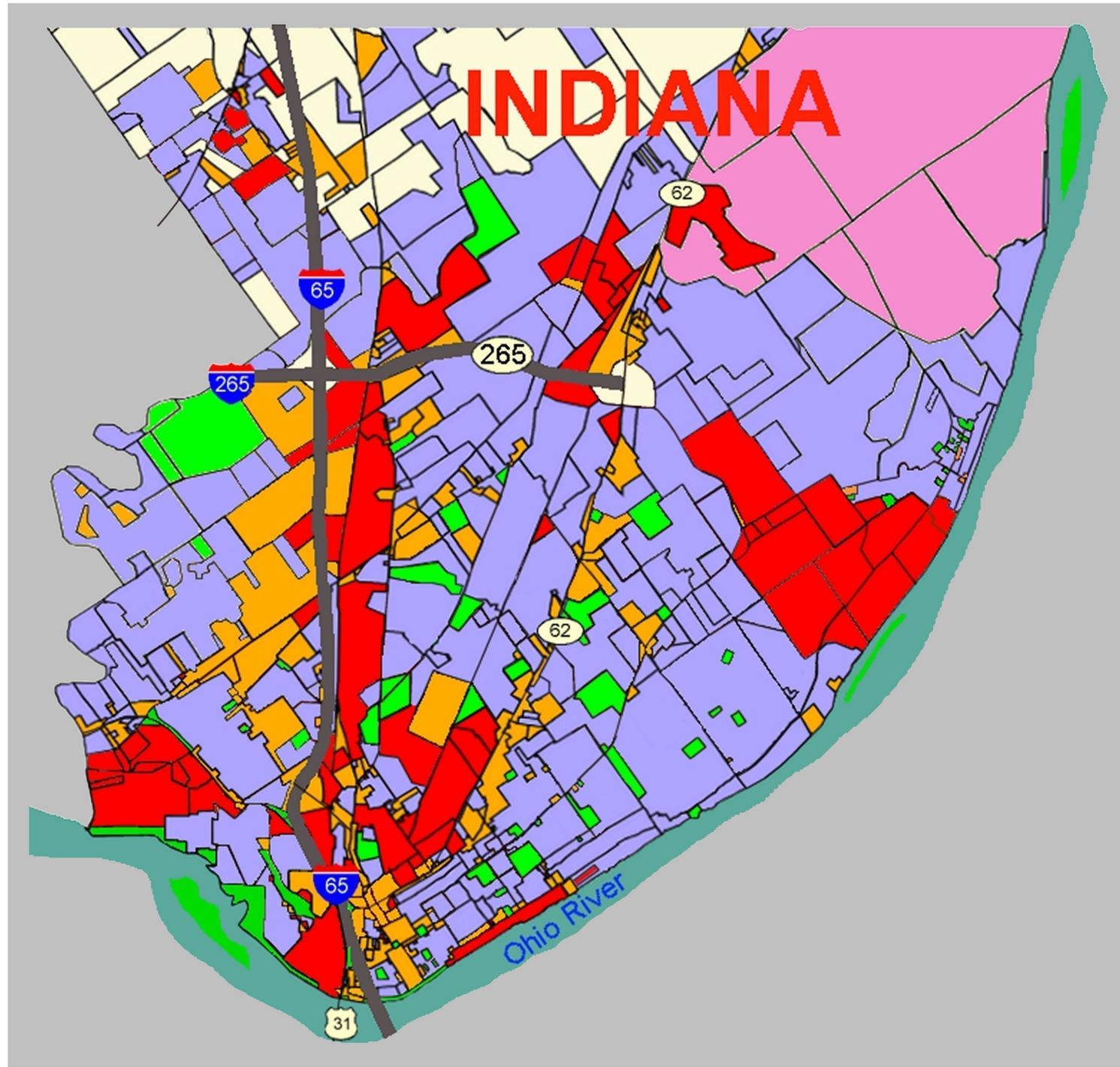


Figure 4.1-2

Community Form/Land Use is used to ensure new development is compatible with the current and desirable land use patterns within Louisville (see Figure 4.1-3). Through the creation of form districts, future form areas and additional form districts, traditional forms such as downtown, neighborhoods, villages, regional centers, marketplaces, workplaces and campuses can be identified. Marketplaces serve to ensure the availability of necessary usable land to facilitate commercial, industrial and residential development. Mobility/Transportation seeks to maintain a balanced and comprehensive multi-modal transportation network, which is coordinated with desired growth and development patterns in the movement of goods and people. Livability/Environment seeks to minimize impacts from flooding and effectively manage storm water runoff. Community Facilities ensure that the necessary infrastructure and carrying capacity of land is adequate for proposed development.

### **Employment and Business Development**

Employment within the LMA has been relatively healthy during the past 10 years. For the most part, unemployment rates were below the state averages. Bullitt, Floyd and Oldham Counties have benefited from the combination of a relatively low population base and proximity to major employment centers. Table 4.1-4 lists the unemployment rates in the LMA from 1990 to 1999.

Since 1998, according to Greater Louisville Inc. and Metro Chamber of Commerce, the greater Louisville region has gained more than 50,000 jobs, with \$3 billion in payroll growth and \$1.5 billion in business investment. This growth is largely due to the development of the Clark Maritime Center, Louisville's Central Business District (CBD) and eastern Jefferson County.

The Clark Maritime Center has seen its tonnage handled rise eightfold (0.5 to 4.1 million tons) in the 15 years since its creation. The businesses and industries located within the Clark Maritime Center contribute about \$108 million to Indiana and its residents in wages and taxes. Also, ancillary facilities around the Clark Maritime Center have added to the area's overall economy. Employment at the Clark Maritime Center in 2000 was 2,150. Recent expansions of dock facilities have added the capability to handle an additional 1.2 million tons of cargo. In 2001, freight shipments were distributed fairly evenly among the following modes:

Barge	1.5 million tons
Rail	1.2 million tons
Trucks	1.4 million tons

**TABLE 4.1-4**  
**AVERAGE ANNUAL UNEMPLOYMENT RATES (%)**

	Kentucky	Indiana	Bullitt County	Clark County	Floyd County	Jefferson County	Oldham County
1990	5.9	5.3	4.5	5.9	5.1	5.1	3.0
1991	7.5	6.0	5.3	5.7	4.7	6.2	3.6
1992	6.9	6.6	4.3	6.3	5.3	5.6	3.0
1993	6.2	5.4	3.4	5.1	4.2	5.0	2.4
1994	5.4	4.9	2.7	5.3	4.3	4.4	2.2
1995	5.4	4.7	3.1	4.7	4.2	4.5	2.3
1996	5.6	4.1	3.8	4.2	3.7	4.6	2.6
1997	5.4	3.5	3.3	3.4	3.0	4.6	2.0
1998	4.6	3.1	2.9	2.7	2.3	3.6	1.9
1999	4.5	3.0	3.2	2.7	2.3	3.7	2.0

Source: Kentucky Workforce Development Cabinet and Indiana Workforce Development

Over 250 businesses exist in the LMA. According to Greater Louisville Inc. and Metro Chamber of Commerce, the LMA offers businesses a supportive and progressive climate, a low cost of doing business, low taxes, a productive workforce and special incentive programs.

Some of Louisville's major businesses include Brown Williamson Tobacco, National City Bank, Humana Healthcare, the Louisville Convention Center and Hillerich and Bradsby (home of Louisville Slugger). Recently, the CBD has undergone major renovations along Main and Market Streets, resulting in new business opportunities.

Eastern Jefferson County has also experienced rapid growth. Major businesses such as the Ford Motor Company have contributed to this growth. The increase in residential housing has spurred the development of small businesses such as grocery stores, discount retail centers, shopping malls and restaurants. Table 4.1-5 lists the Fortune 500 companies with major operations in the LMA.

# Core Graphic 1

## Community Form Areas Within Project Area

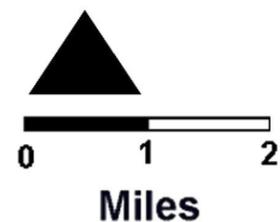
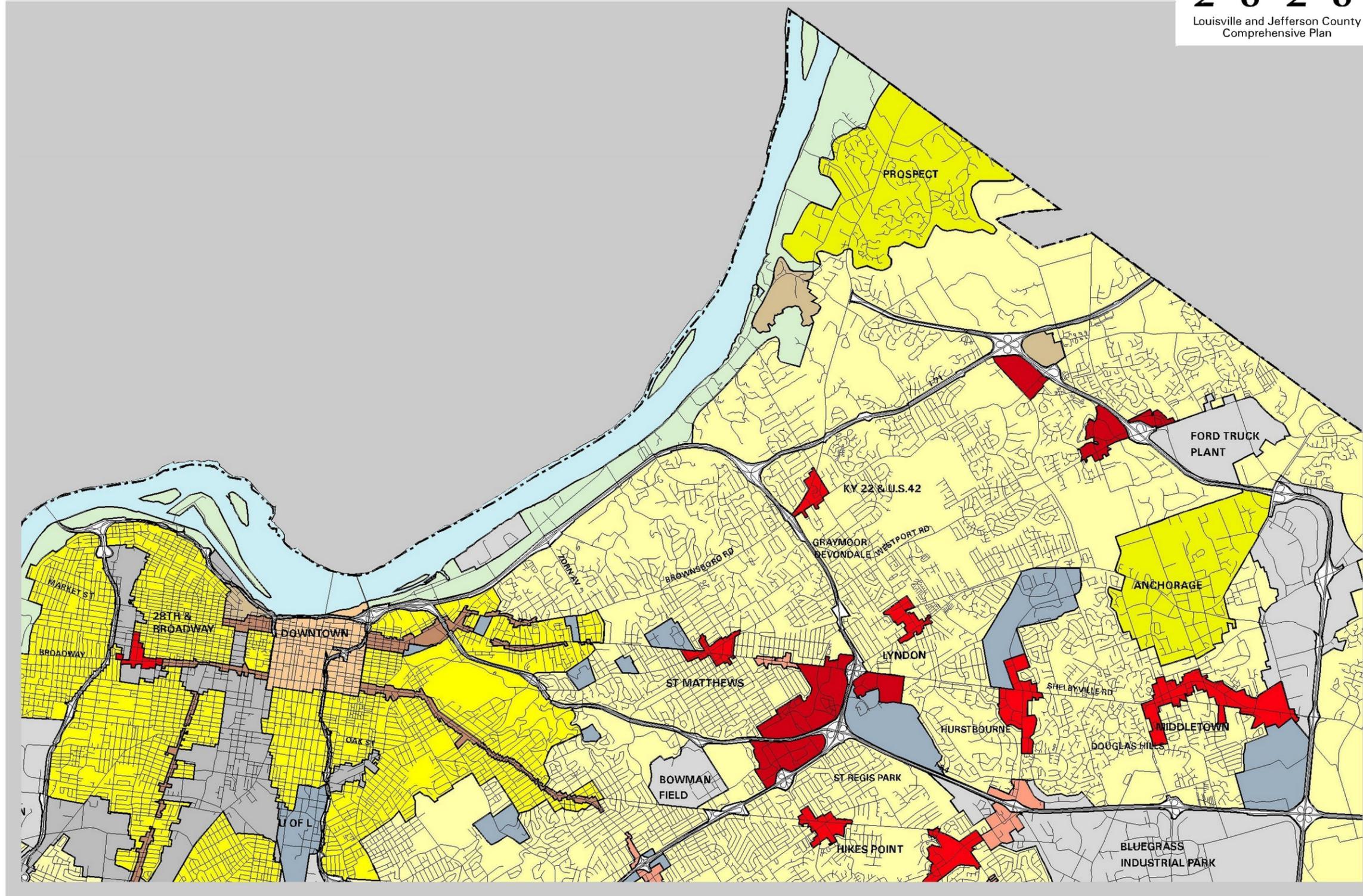


**CORNERSTONE**

**2020**

Louisville and Jefferson County  
Comprehensive Plan

- DOWNTOWN**  
The heart of the city and the economic and cultural center of the region.
- NEIGHBORHOOD**  
A compact residential area integrated with shops and public spaces such as parks or playgrounds.
- TRADITIONAL NEIGHBORHOOD**  
A type of neighborhood with smaller, narrower lots, higher densities, a grid street pattern and alleys. Supports a greater variety of activities, especially shops.
- VILLAGE**  
A type of neighborhood with farmland or open space at the edge. Village center has shops, services and civic space.
- TOWN CENTER**  
Community-serving center with retail, office, governmental, cultural and residential uses.
- REGIONAL CENTER**  
Regional-serving, mixed-use activity center with a strong identity.
- SUBURBAN MARKETPLACE CORRIDOR**  
Community-serving shops and services along a major roadway. Emphasize pedestrian, bicycle and transit use through creative design.
- TRADITIONAL MARKETPLACE CORRIDOR**  
Neighborhood-serving shops and services along a major roadway.
- SUBURBAN WORKPLACE**  
Large scale industrial and employment centers.
- TRADITIONAL WORKPLACE**  
Older industrial and employment areas.
- CAMPUS**  
Master planned areas with a mix of uses, support services and a common square or plaza.
- SPECIAL DISTRICT**  
Areas with distinctive natural, cultural, architectural, historic or visual resources. Development will be permitted within this district based upon each area's infrastructure capacity and resource base.
- FUTURE FORM AREA**  
Areas of the county where the pattern of development has not been established. Future development patterns will be determined through a process that is responsive to planning principles and market forces.



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Figure 4.1-3

**TABLE 4.1-5  
FORTUNE 500 COMPANIES WITH OPERATIONS IN THE LOUISVILLE  
METROPOLITAN AREA**

<b>Company</b>	<b>Description</b>
Ford Motor Company	Manufactures the Explorer and the Excursion
General Electric	Appliance headquarters
EI duPont de Nemours	Chemical production
Kroger	1,000,000-square foot regional distribution center
UPS	Air Group headquarters and international all-points hub
BellSouth Telecommunications	Regional telecommunications provider
Raytheon	Manufactures /overhauls naval missile launching systems
Bank One	Kentucky headquarters for financial services company
Colgate-Palmolive	Manufactures new Total toothpaste
Circuit City	International distribution center for music products
Lear	Manufactures seating components for Ford Motor Co.
Ralston Purina	Pet food manufacturer
RR Donnelley & Sons	Reader's Digest fulfillment center
National City Corporation	Kentucky headquarters for financial services company
Quaker Oats	Cereal manufacturer
Rohm & Haas	Electrical equipment manufacturer

Source: Greater Louisville Inc. and Louisville Metro Chamber of Commerce

## The Ohio River

The Ohio River has been the lifeblood of the LMA throughout the area's existence, and still serves as one of the primary routes for goods and materials shipped to and through the area. Almost a quarter of a billion tons of cargo are shipped annually on the Ohio River, providing access to both foreign and domestic markets. The USACE maintains the Ohio River as a stepped river utilizing a series of dams and locks along its length to assist navigation. The McAlpine Dam at the Falls of the Ohio, just downstream of downtown Louisville, maintains the pool behind it at a minimum elevation of 420 feet above sea level. The next upstream control structure is the Markland Dam and Lock System, about 80 miles away. The designated navigation channel in the Ohio River is the center of the river at the eastern edge of the project area. It meanders toward the Kentucky bank as it approaches the McAlpine Locks.

Approximately 5,000 barges have passed through the McAlpine Locks annually for the past ten years, hauling 50 to 60 million tons of cargo. In 1999, traffic was approximately 55 million tons with 40 percent coal, about 15 percent each of iron and steel or chemicals, and between 5 percent and 10 percent of grain commodities, petroleum, aggregates, minerals or finished goods. Historic growth of 2.3 percent annually in Ohio River tonnage has been experienced the last ten years. It is projected that this trend will continue because of increased national power demand, the number of power plants being constructed in Kentucky and higher costs for fuel oil and natural gas, leading to an expanding demand for coal, the primary cargo on the river.

The last several years have also brought about a resurgence of interest and investment along the Ohio River in the LMA with the creation of the Clark Maritime Center in Indiana and the Riverport project in western Jefferson County. These are part of a complex of forty commercial wharves and docks centered twenty miles upstream and downstream of the McAlpine Locks. This will create more opportunities for the growth of commercial marine traffic in the LMA. The McAlpine Locks are undergoing a multi-million dollar renovation and expansion project by the USACE to enhance their ability to both accept larger barge tows and to process them faster. This expansion will double the size of the locks and increase their efficiency. Large tows will no longer have to break into smaller units in order to pass through the locks.

Recreation usage has also seen resurgence on the Ohio River with the creation of Waterfront Park in downtown Louisville and the construction of the Greenway linear park on the Indiana side of the river. Approximately 1,000 pleasure crafts navigated through the McAlpine Locks in 1998. These numbers are expected to increase as the park projects are completed, providing more downtown docking space for pleasure crafts and enhancing the opportunities for recreational use on the Ohio River.

## **Utilities and Services**

Utilities and services are available throughout the entire LMA. Utilities include Louisville Gas and Electric (LG&E), Cinergy and Indiana Gas Company (power), BellSouth and Ameritech (telephone), Insight Communications and Intermedia Communications (cable television), the Louisville Water Company, Indiana American Water Company and Watson Water Company (water), and Louisville and Jefferson County Metropolitan Sewer District and City of Jeffersonville (sewer). Waste Management Services such as BFI, Rumpke, Industrial Disposal Company and Valley Sanitation, Ltd. serve the project area as well.

### **4.1.3 Social and Economic Features**

#### **Neighborhoods**

Numerous neighborhoods are located throughout the LMA. Neighborhoods within direct proximity to the proposed project alternatives are particularly sensitive and are discussed here. These neighborhoods are shown on Figure 4.1-4.

Although some neighborhoods are identified and delineated in sources such as MAPSCO, published by MAPSCO, Inc., 1998, and the “Louisville Courier-Journal” publication entitled “A Place in Time – The Story of Louisville’s Neighborhoods,” 1989, additional neighborhoods were identified through field observations. These neighborhoods were identified utilizing the characteristics discussed in “Cornerstone 2020,” which describes a neighborhood as an area predominantly consisting of residential type land uses and which may contain diverse housing, open-space, retail and civic uses. This is different from a subdivision, which is limited to residential parcels. In addition, established neighborhoods with a number of community facilities and areas for social interaction, such as churches and parks, possess a stronger sense of community cohesion. Community cohesion can also be promoted by physical characteristics such as grid street patterns.

Public input was solicited from residents throughout these areas. Neighborhood representatives served on one of four work groups that each met at least seven times with project staff to identify issues and concerns, review work and offer suggestions. Another group of about 50 representatives met periodically with the project staff to provide input from a regional perspective. The project staff also held meetings in neighborhoods with individuals and groups of residents. More than 240 of these meetings and presentations were held. As a result, the project staff developed sensitivity to, and a better understanding of, key issues and concerns from a regional and neighborhood perspective. This extensive input of area residents helped guide project decisions. Suggestions from residents were incorporated into the development of alternatives including alignment and interchange locations and design options. (For more details about the Public Involvement Program, refer to Chapter 7).

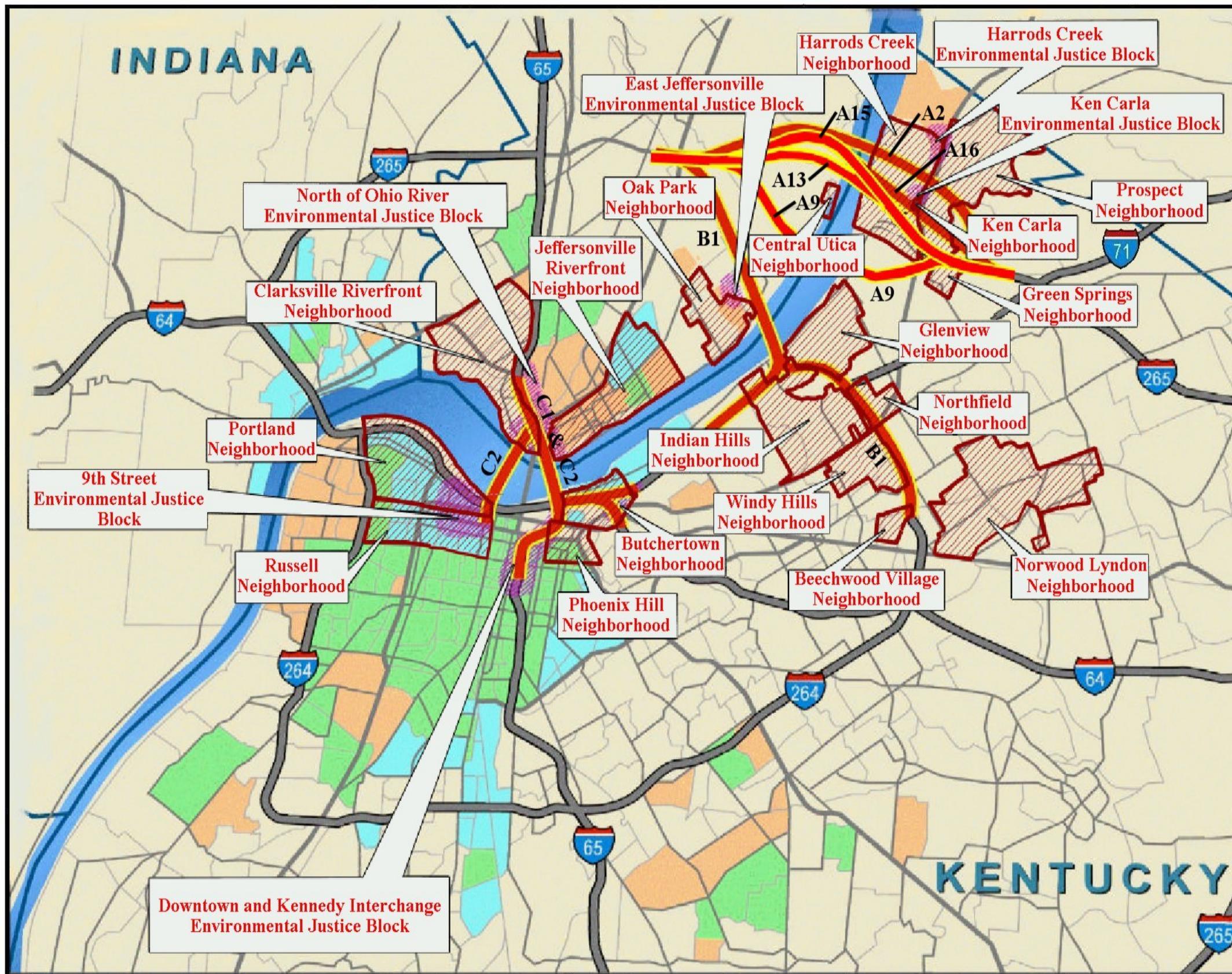


Figure 4.1-4

**NEIGHBORHOODS WITHIN THE PROJECT CORRIDOR**

## **Indiana – Downtown Alignments**

### Jeffersonville Riverfront Neighborhood

Located on the Ohio Riverfront, this neighborhood extends from I-65 east to Perrin Lane and is bounded on the north by S.R. 62. Beyond Perrin Lane, the area becomes more rural in nature with larger lot sizes and agricultural uses. S.R. 62 is an intensely commercialized four-lane highway, which separates this neighborhood from the residential uses to the north. This neighborhood encompasses the early-established Downtown area of Jeffersonville. Consisting of mostly Caucasian residents, this neighborhood contains a diverse selection of old and new housing, including row houses, multi-dwelling units and low-density apartment buildings. Income within this neighborhood averages in the low to middle income range; residents living on prime riverfront properties are upper income. Approximately 3,000 or more homes are in this neighborhood with average inland property sales of \$45,000 to \$112,000.

The Jeffersonville Riverfront neighborhood contains a number of elements, which would promote community cohesion. This neighborhood is supported by a number of parks, churches and schools. It also has a grid street pattern and much of the older, more established neighborhood center has sidewalks. Throughout the neighborhood are a number of local diners, professional offices and other small businesses.

Residents of the Jeffersonville Riverfront area, who enjoy a close proximity to the river with a view of the Louisville skyline, hope to preserve the residential character of the neighborhood and its relationship to the river. Noise, vibration, lighting and visual impacts are among their key concerns. Impacts to businesses within the neighborhood also are a concern. Residents and business owners said they do not want any changes that would adversely affect access to the downtown. They are concerned about access during construction as well. At the same time, they and their neighbors in Clarksville recognize that there is opportunity to improve upon the existing interstate design. I-65, built on fill, was described by some as an unattractive and dysfunctional “great wall” that separates Jeffersonville and Clarksville.

### Clarksville Riverfront Neighborhood

Located across I-65 from the Jeffersonville Riverfront neighborhood, this area extends west to the New Albany city limits at Silver Creek and north to S.R. 131. Like S.R. 62, S.R. 131 is an intensely commercialized four-lane highway. Also consisting of mostly Caucasian residents, this neighborhood is similar in size, age and income to the Jeffersonville Riverfront neighborhood.

This well-established neighborhood also contains elements promoting community cohesion, such as parks, schools, churches and the Falls of the Ohio State Park, a regional tourism site. In addition, the street pattern and design of the neighborhood promotes interaction among the residents.

Residents of this area expressed concern about protecting the riverfront, which is being developed into a greenway and park extending from Jeffersonville west through Clarksville into

New Albany. The Falls of the Ohio State Park is a major area attraction featuring fossil beds accessible from the riverbank. Another concern is the possible impact on Clarksville's largest employer, Colgate-Palmolive, which has an historic building featuring a landmark clock that towers above the river and can be seen for miles. Impacts to businesses along I-65, residential properties and historic areas are also concerns. Improving the configuration of I-65 through the area to provide residents with better east-west access on local streets was a common suggestion.

### **Indiana – East End Alignments**

Residents in Utica and Eastern Clark County areas have seen rapid growth in recent years and are concerned about land use. They want to preserve the rural character of their neighborhoods as much as possible and strongly urged that options bypass Utica so that it remains intact. Many want improved access for the nearby Clark Maritime Center and the old Indiana Army Ammunition Plant (INAAP) that fronts the river and is being developed primarily as an industrial park. Many also want better access to Kentucky. They are concerned about impacts to homes and interchange locations particularly at Salem Road. Residents expressed opposing views on whether there should be access at Salem Road. Noise, visual impacts and impacts on archaeological resources were also key concerns.

#### Salem Road Area

Located east of Utica and bordered by Salem Road and Utica-Sellersburg Road, the Salem Road Area consists of seven established and developing subdivisions. The subdivisions included in this area and identified in the "Salem Road Economic Development Area Plan, (October, 2002)," are as follows: Crystal Springs, Crystal Springs patio homes, Boulder Creek, Estates of Boulder Creek, Brook Hollow, Steeple Chase, High Meadow and Quarry Bluff. Currently, there are approximately 250 residential structures. The "Development Area Plan" estimates that this area has the potential for 2,319 residential structures, which is 94% of the current residential structures in either Charlestown or Sellersburg.

The majority of the homes in the Salem Road area were constructed in the last five years. The newer subdivisions have been designed to be as dense as possible, optimizing land use. The average home price in this area ranges between \$98,000 and \$130,000. There are also older, more established residential areas occupying larger parcels of land. The average value of the homes in this area is estimated to range from \$200,000 to \$350,000.

The population in the Salem Road area is characterized as being predominately Caucasian, with salaries estimated to be in the middle-income range. Since this area is growing, many of the typical social resources such as parks, churches and schools have yet to be established.

### Central Utica

The 100 homes in this neighborhood are almost entirely single-family homes or mobile homes, with only one multi-family structure. This neighborhood encompasses most of the town of Utica. Central Utica begins at the town's western edge at Church Street and extends to the town's eastern edge at Chestnut Street. Closing the street patterns are 6<sup>th</sup> Avenue, Market Street and 3<sup>rd</sup> Street. Although this neighborhood has several older structures, most of the homes average 20 to 45 years old. With a wide range of homes, homes can sell for several hundred thousand dollars or as low as \$35,000.

Central Utica is a well-established neighborhood with parks, a school and churches. Physical characteristics promoting cohesion in the community include a grid street pattern.

### Oak Park

The Oak Park neighborhood is located on Utica Pike, between Catalpa Road and Allison Lane and is designated with stone markers. Oak Park is a predominantly Caucasian, middle-income neighborhood with approximately 350 single-family homes. Although the neighborhood was constructed in the late 1960s, new multi-family units currently are being added near Utica Pike. Homes in this neighborhood sell for approximately \$85,000 to \$150,000.

Social resources, which promote community cohesion in this neighborhood, include Forrest Park, Oak Park, Sylvan Park, Riverside School and a number of churches.

Table 4.1-6 summarizes the characteristics of the neighborhoods in Indiana.

**TABLE 4.1-6**  
**INDIANA NEIGHBORHOOD COMPOSITION**

Neighborhood	Location	Ethnicity	Income	Age of Homes (Years)	Range of Sq. Ft.	Range of Values (\$000's)
Jeffersonville Riverfront	Downtown	Caucasian	Low-Mid	35-85	1300-2200	45-112
Clarksville Riverfront	Downtown	Caucasian	Low-Mid	35-85	1200-2500	45-112
Central Utica	East End	Caucasian	Low-Upper	20-45	1400-3000	35-500
Oak Park	East End	Caucasian	Mid	5-40	1600-2000	85-150

## **Kentucky – Downtown Alternatives**

### Portland

“A Place in Time” describes Portland as a city that was surveyed and platted in the early 1800s. Portland is bordered by 9<sup>th</sup> Street, Market Street, I-264 and the Ohio River. Housing in this neighborhood consists of a mix of approximately 1,500 smaller single-family shotgun homes and multi-unit row apartments. The residents of Portland fall into the low-income level, with public

housing available and housing values averaging from \$60,000 to \$85,000. The Portland neighborhood consists of a combination of Caucasian and African American families. Although a number of homes are over 100 years old, recent redevelopment provides much newer homes in the neighborhood.

As an historic and well-established neighborhood community, cohesion appears to be present. The nearby Waterfront and Story Avenue Parks provide a place for additional recreational activities. Additional indicators of community cohesion are the annual Portland Festival and the Portland Museum.

### Russell

Listed in “A Place in Time” as a testimony to heights of black achievement, the Russell neighborhood is predominantly African American. Broadway Street, 9th Street, I-264 and Market Street bound it. The neighborhood consists of approximately 3,500-4,000 residences with 2,000 recently added through a redevelopment program. Older homes average from 75 to more than 100 years old. Home values range from \$75,000 to more than \$125,000 and incomes are low to moderate.

Russell residents also use the Waterfront and Story Avenue Parks for social and recreational activities. In addition, Old Walnut (Beecher) Park provides sporting facilities to the Russell neighborhood. The first public library for African Americans, opened in 1908, is in Russell and is still in use today. The social ties and African American history of this neighborhood provide strong evidence of solid community cohesion.

Residents of the Portland and Russell neighborhoods expressed strong concern about safety and traffic impacts. Roy Wilkins Boulevard (9<sup>th</sup> Street) is a major thoroughfare through the area and carries traffic on exiting I-64 into the city of Louisville. This street is bordered by a large public housing development and pedestrian traffic is heavy. Residents said their concern for safety is heightened because the area has a large population of elderly and children. Some said that 9<sup>th</sup> Street is now perceived as a dividing line between the black community to the west and the white community to the east. They feel that more traffic on the street would further exacerbate this divide. Some, however, felt that additional traffic could benefit redevelopment efforts and help businesses in the area. Other concerns include noise, lighting, visual impacts and property acquisition.

### Butchertown

“A Place in Time” dates Butchertown to the 1830s when the Bourbon House Inn was built for drovers of cattle and hogs. Butchertown’s boundaries run from I-65 on the west, north to the Ohio River, Beargrass Creek on the east, and Main Street/Mellwood Avenue on the south. Primarily consisting of Caucasian families, Butchertown contains over 300 single-family homes. Home values range from \$125,000 to \$215,000 and their ages range from 50 years to over 100 years old.

Opportunities for community gatherings are available at nearby Thurston and Eva Bandman Parks. Physical elements for socializing are also present with the grid street patterns, sidewalks, and landscaping.

### Phoenix Hill

German settlers founded the Phoenix Hill neighborhood in 1861. “A Place in Time” discusses the Phoenix Hill neighborhood as being bounded by Main Street to the north, Preston Street to the west, Broadway Street to the south and the Baxter Street/Broadway Street intersection to the east. A diversity of cultures lives within this neighborhood and income levels range from low to upper. Homes include Section 8 housing, rental units and single-family housing, and values range from \$60,000 to over \$350,000. The majority of the homes are 80 to over 100 years old; however, urban renewal projects in the 1980’s and early 1990s resulted in a large group of multi-family homes that range from 20 to less than 15 years old. There are approximately 800 to 1,000 residences in the Phoenix Hill neighborhood.

Community cohesion is evidenced through the numerous community facilities such as parks, sidewalks, local attractions and local cultural resources. Several churches are located in the neighborhood, including Catholic, Jewish, Baptist and Lutheran, among others. Opportunities for community gatherings are available at the Lucille Grant Park, East Louisville Park and Rubel Park.

Butchertown and Phoenix Hill residents expressed concern about noise, air pollution, lighting, increased traffic, vibration and visual impacts on their historic neighborhoods. Residents would like to improve their access to the river and nearby parkland. Industrial properties, including some abandoned sites, are located near the river. Residents suggested relocating the floodwall or incorporating it into a roadway design to make more land available for residential development and to improve the neighborhood’s appearance. City of Louisville officials also expressed a desire to create more of a “sense of entry” into the city near Butchertown.

### **Kentucky – East End Alternatives**

Residents in this area have expressed concern that a new bridge would lead to commercial and undesired residential development in the area, changing the community’s character and ambiance. Residents are greatly concerned about interchanges, which they fear will bring an influx of traffic onto Wolf Pen Branch Road, U.S. 42 and neighborhood streets. While a desire to protect historic properties and the area’s pastoral features are a key concern, some residents urged that community impacts also be considered. Key concerns were impacts to property values, noise and the viewshed. Many residents expressed concern about displacement, particularly in the Harbors Condominiums area.

### Harrods Creek

“A Place in Time” describes Harrods Creek as a neighborhood where mixes of wealthy Louisville families, working-class whites and African Americans all have a place in the

community. The Ohio River, U.S. 42, Lime Kiln Lane and the Hays Kennedy Park area, roughly bound this neighborhood. Settlers to Harrods Creek are dated back to the late 1700s. Recent subdivision additions, including the Transylvania Beach area, provide a range of homes from five to over 80 years of age and ranging in value from \$80,000 to \$3.5 million. Currently, there are approximately 3,500 homes in the neighborhood.

Over 75 acres of open space/park areas provide Harrods Creek residents with an opportunity for socializing. The parks contain river frontage for picnicking, hiking and athletic fields.

### Ken Carla

Nestled next to the Harrods Creek neighborhood, Ken Carla is a small, enclosed neighborhood with access from U.S. 42. Harrods Creek and two cul-de-sacs bound the Ken Carla neighborhood. This predominantly African American neighborhood was begun in the 1980s and the homes now range in age from 10 to 20 years old and in value from \$150,000 to \$225,000. Ken Carla's curvilinear streets, sidewalks, enclosed neighborhood, proximity of homes and ethnicity provide an excellent setting for resident interaction.

### Northfield

MAPSCO identifies the boundaries of Northfield as I-264, I-71, Lime Kiln Lane and U.S. 42. Predominantly consisting of Caucasian residents, Northfield consists of approximately 250 single-family homes. Home values range from \$200,000 and \$600,000, making this neighborhood an upper-middle to high-income level area. Homes in this area are approximately 25 to 35 years old. Many of the residents in the neighborhood were observed visiting with one another during the field review, suggesting some level of socializing and community cohesion.

### Glenview

"A Place in Time" locates Glenview on the bluffs overlooking the river, bordered by Lime Kiln Lane, River Road, Brittany Woods Circle and the Knights of Columbus clubhouse. Glenview is considered to be the first suburban area and the post office is now housed in the train station built in 1887. Glenview is an upper-income neighborhood of approximately 200 homes and estates. Lot sizes are a minimum of five acres and many are gated. Home values can range from \$600,000 to more than \$3.0 million. Today, newer homes have encircled the older estate homes.

Parks located near Glenview include Thurman Hutchins and Riverfields/Caperton Swamp and provide an opportunity for social activities. An amphitheater now stands on the site once occupied by the Fincastle Club. The older structures within the neighborhood form the Glenview Historic District. Another element of social interaction among the residents is Glenview's history of estates hosting Kentucky Derby parties, weddings and debuts in its early years.

### Indian Hills

MAPSCO identifies the Indian Hills boundaries as I-71, U.S. 42 and Blankenbaker Lane, including the newer Cherokee subdivision. Predominantly a Caucasian neighborhood, Indian Hills has approximately 700 single-family homes. Home values vary from \$250,000 to \$1 million and are between 25 to 80 years old.

This neighborhood is designed in a park-like setting with boulevard style streets. There are two historic sites, including Locust Grove and the Zachary Taylor Cemetery.

### Lyndon/Norwood

The Lyndon and Norwood areas form one neighborhood. "A Place in Time" reports that this area was incorporated in 1965 as a fourth class city to avoid annexation by St. Matthews and is roughly bounded by I-264, Westport Road, Whipps Mill Road and Shelbyville Road. Lyndon/Norwood began as a train stop in 1871. Today this neighborhood consists of over 1,200 single-family homes and 1,000 rental units. Homes list for \$75,000 to \$125,000 and most are between 20 and 50 years old.

The neighborhood contains a number of indicators of community cohesion, including shopping districts, sporting fields, picnic benches, hiking trails and a playground. However, the high percentage of rental units is an indication that many families may live in the area only temporarily.

### Beechwood Village

MAPSCO shows the boundaries of Beechwood Village to be the CSX railroad tracks, Lydate Cove, Stone Hedge Avenue, U.S. 60 and Marshall Street. Beechwood Village residents are predominantly Caucasian and contain approximately 300 homes. Home values can range from \$150,000 to \$275,000 and most were built in the late 1960s and early 1970s.

Beechwood Village is a well-established neighborhood and offers many opportunities for community cohesion through nearby schools, churches and parks.

### Green Spring

MAPSCO shows the Green Spring boundaries to include Wolf Pen Branch Road, Barbour Lane, KY 841 and Little Goose Creek. Green Spring is predominantly a Caucasian neighborhood with approximately 100 single-family homes. Housing values are listed from \$150,000 to \$350,000 and the average age of the homes is about 20 to 30 years old.

One indication of community cohesion is Little Goose Creek, which serves as an area of open park-like space for the neighborhood. In addition, many of the families in this neighborhood are young families with school-age children, promoting socialization among the residents.

## Prospect

MAPSCO shows the Prospect boundary beginning at the intersection of KY 841 and U.S. 42, running north to the Oldham County line, past Harrods Creek and down to KY 841. Prospect was established around the mid to late 1800s. The town was incorporated in 1974 and currently has about 3,000 homes. The population of Prospect is mostly Caucasian; homes range from \$150,000 to \$1.0 million and most vary between 10 to 60 years old.

Prospect has several indicators of strong community cohesion, including shopping centers, a country club and sidewalks.

## Windy Hills

The Windy Hills neighborhood, as shown in MAPSCO, is bounded by U.S. 42, I-264, Westport Road and just west of Hubbards Lane. Windy Hills residents are predominantly Caucasian and consist of approximately 850 single-family homes. Homes list from \$175,000 to \$300,000. Built in the late 1960s, most of the existing homes vary from 25 to 35 years in age.

Indicators of opportunities for community cohesion include sidewalks and the Calvin Presbyterian Church.

Table 4.1-7 summarizes the characteristics of the neighborhoods in Kentucky.

## **Community Facilities**

The LMA has a full range of community facilities. The LMA contains numerous health care facilities, including a complex of hospitals located near the Kennedy Interchange. Fire and police stations are located throughout the LMA. There are numerous religious facilities throughout the area and the LMA contains some of the largest churches in Kentucky and Indiana. Additional facilities include a public school system, private schools, universities, government offices, nursing homes, community centers and homeless shelters.

## **Elderly and Minority Groups**

There are a number of elderly and minority communities within the LMA. However, only one facility is located within proximity to the proposed alignments. The Northfield Health Care and Rehabilitation Center is located in the Near East corridor, between Louisville and Prospect. This facility is primarily a long-term convalescent rehabilitation facility, which can house approximately 150 to 200 clients.

**TABLE 4.1-7**  
**KENTUCKY NEIGHBORHOOD COMPOSITION**

Neighborhood	Location	Ethnicity	Income	Age of Homes (Years)	Range of Sq. Ft.	Range of Values (\$000's)
Portland	Downtown	Mixed	Low	15-100	700-2700	60-85
Russell	Downtown	African American	Low-Mid	5-100	700-2500	75-125
Butchertown	Downtown	Caucasian	Mid	50-100	1500-3000	125-215
Phoenix Hill	Downtown	Mix	Low, Mid, Upper	15-100+	1000-5000	60-350
Harrods Creek	East End	Mix	Mid-Upper	5-80	2000-5000	80-3,000
Ken Carla	East End	African American	Mid-Upper	10-20	1600-2800	150-225
Northfield	East End	Caucasian	Mid-Upper	25-35	2200-4500	200-600
Glenview	East End	Caucasian	Upper	15-100	1800-10,000	600-3,000
Indian Hills	East End	Caucasian	Mid-Upper	25-80	2200-8000	250-1,000
Lyndon/Norwood	East End	Caucasian	Low-Mid	20-50	1000-2500	75-125
Beechwood Village	East End	Caucasian	Mid-Upper	30-40	1400-2100	150-275
Green Spring	East End	Caucasian	Mid-Upper	20-30	1500-3000	150-350
Prospect	East End	Caucasian	Mid-Upper	10-60	1800-4000	150-1,000
Windy Hills	East End	Caucasian	Mid-Upper	25-35	1400-2100	175-300

### Parks and Recreational Areas

Public parks and recreational areas exist throughout the LMA. Over 113 park and recreational areas combine to form over 10,000 acres of open space within Jefferson County alone. Additionally, large recreational areas abound in Indiana, such as Charlestown and Falls of the Ohio State Parks.

Downtown Louisville and Clarksville feature several large public recreation areas, such as Waterfront Park in Kentucky and Riverfront Park in Indiana. Additionally, a number of smaller public recreation areas exist on both sides of the river. Moving east, park areas include Cox Park in Kentucky and two parks in Indiana. These facilities feature launch ramps for boat access to the river. Eastern Jefferson County also features an Audubon Society Nature Preserve.

Additional parks serve the LMA for various athletic and community activities. These include Colgate, Thurston, Clifton, Eva Bandman, City Soccer, Bingham Memorial, Dr. Martin Luther King Place, Baxter, Beecher, Riverfields, Twin, Sylvan, Wathen, the Six Mile Island Nature Preserve, Hays Kennedy and Vissing Park. Additionally, there are numerous small community parks located throughout the LMA.

## Housing

Housing within the LMA ranges from multi-family units to large estate homes and encompasses all types of income ranges. Table 4.1-8 provides the housing characteristics for each county in the LMA and for each state. As shown in this table, the outlying counties such as Oldham generally have higher housing values and a higher percentage of owner occupied homes.

**TABLE 4.1-8**  
**1990 HOUSING CHARACTERISTICS\***

State/County	Median Value		Percent Owner Occupied
	Owner Occupied Homes	Rental Units Monthly Rent	
Kentucky	\$50,500	\$250	70%
Indiana	\$53,900	\$291	70%
Bullitt County	\$51,000	\$249	84%
Clark County	\$50,000	\$285	68%
Floyd County	\$57,600	\$267	72%
Jefferson County	\$57,000	\$282	65%
Oldham County	\$86,500	\$277	83%

Source: U.S. Census Bureau

\*Information not yet available from 2000 Census.

### 4.1.4 Pedestrian and Bicycle Facilities

The Kentuckiana Regional Planning and Development Agency (KIPDA) developed a comprehensive pedestrian and bicycle plan for Floyd and Clark Counties in Indiana, and Bullitt, Jefferson and Oldham Counties in Kentucky in December 1998 (updated 1999). The "KIPDA Regional Bicycle and Pedestrian Plan" (Regional Plan) and revision was formulated using portions of the "Bicycle and Pedestrian Circulation Plan" (Circulation Plan) (1994) for Jefferson County, which was developed as an element of "Cornerstone 2020". ("Cornerstone 2020" is "a comprehensive plan developed for Louisville and Jefferson County that will direct physical and economic growth of the community for the next 25 years"). KIPDA staff incorporated county recommendations for Floyd, Clark, Bullitt and Oldham Counties into the Circulation Plan, creating the Regional Plan. It is an element of the 1999 Louisville Urbanized Area Transportation Plan update, which is to be implemented through the Transportation Improvement Program (TIP). Integration of the Regional Plan into the Transportation Plan was undertaken to insure that pedestrian and bicycle planning was included in future public works improvement projects.

The Regional Plan is a planning tool designed to increase pedestrian and bicycle modes of travel in the regional area. It was developed to "promote the development and use of bicycle and pedestrian facilities through education, improved safety and effective use of resources" (Regional Plan, page 3). The plan contains identification of goals and objectives to accomplish this mission statement, the policy development and planning undertaken to adopt the Regional

Plan, and a listing of recommendations and individual county projects. The key policy recommendations identified in the Regional Plan included:

1. All sidewalks repaired, constructed and improved to conform to the Americans with Disabilities Act (ADA).
2. All new, improved and/or reconstructed roadways in the urban areas provide sidewalks to accommodate pedestrians; all new, improved and/or reconstructed roadways provide accommodations for bicycles.
3. Bikeways meet the minimum guidelines of the “AASHTO Guide for the Development of Bicycle Facilities”.
4. Bicycle education and training made available.
5. Regular maintenance of bikeways and walkways implemented.
6. Local funding initiatives developed to implement bicycle and pedestrian projects.

The Regional Plan contains specific recommendations for sidewalk improvements/reconstruction and future pedestrian and bicycle development projects within the five county areas. Projects are listed to satisfy the aforementioned mission statement. Figure 4.1-5 shows the Regional Bicycle Network for the planning area. Further details for Clark and Jefferson Counties follow.

### **Clark County, Indiana**

The recommended pedestrian and bicycle improvement projects for Clark County, Indiana are shown in Table 4.1-9 and Figures 4.1-6 and 4.1-7. The listed projects are excerpted from "Table 10 - Recommended Regional Bicycle and Pedestrian Projects" in the Regional Plan. Those projects preceded by an asterisk (\*) fall within the proposed project area in Indiana.

The Regional Plan states that all roads in Clark County are unsafe for bicycles. Future improvements of all routes should consider added width for bicycle lanes.

### **Jefferson County, Kentucky**

Similar to Clark County, the recommended pedestrian and bicycle improvement projects for Jefferson County, Kentucky are shown in Table 4.1-10 and on Figures 4.1-8, 4.1-9 and 4.1-10. These listed projects are excerpted from "Table 10 - Recommended Regional Bicycle and Pedestrian Projects" in the Regional Plan. Those projects preceded by an asterisk (\*) fall within the proposed project area in Kentucky.

In addition to the Regional Plan, pedestrian and bicycle interests were provided for in the “Louisville and Jefferson County Multi-Objective Stream Corridor/Greenway Plan” (March 1995) and update of August 1999, and the “Parks and Open Space Master Plan of 1995”. Both plans are elements of “Cornerstone 2020”, and propose incorporation of public hiking and biking trails into as many greenways as possible. Major greenway corridors proposed by the “Stream Corridor/Greenway Plan” within the project area include Beargrass Creek, Goose Creek and Harrods Creek. Pilot greenway projects within the project area include Butchertown Greenway (Butchertown Greenway Trail), Ohio Riverwalk Trail and Upper River Road Trail. All three (3) of these greenway trails have been identified in Table 4.1-10.

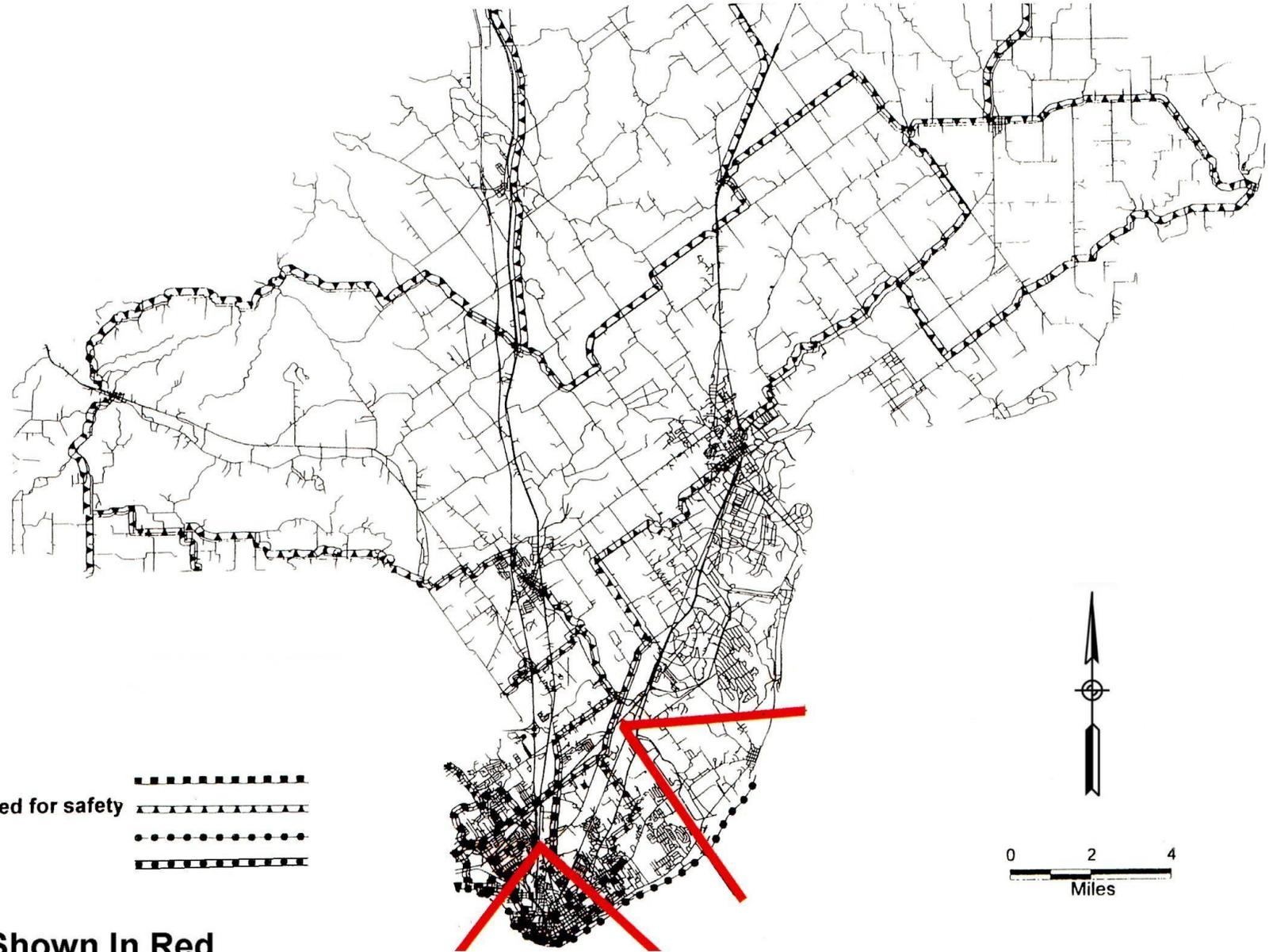
# Kentuckiana Regional Planning And Development Agency Regional Bicycle Network



Source : KIPDA Regional Bicycle and Pedestrian Plan  
December 1998 Figure 12

Figure 4.1-5

# Clark County Bicycle Network



## PLANNED BICYCLE FACILITIES

- Shared lane 
- Future shared lane when improved for safety 
- Multi-use path 
- Designated bike route 

**Project Limits Are Shown In Red**

Source : KIPDA Regional Bicycle and Pedestrian Plan  
December 1998 Figure 14

**Figure 4.1-6**

# Clarksville and Jeffersonville Bicycle Network



## PLANNED BICYCLE FACILITIES

- Shared lane 
- Future shared lane when improved for safety 
- Multi-use path 
- Designated bike route 

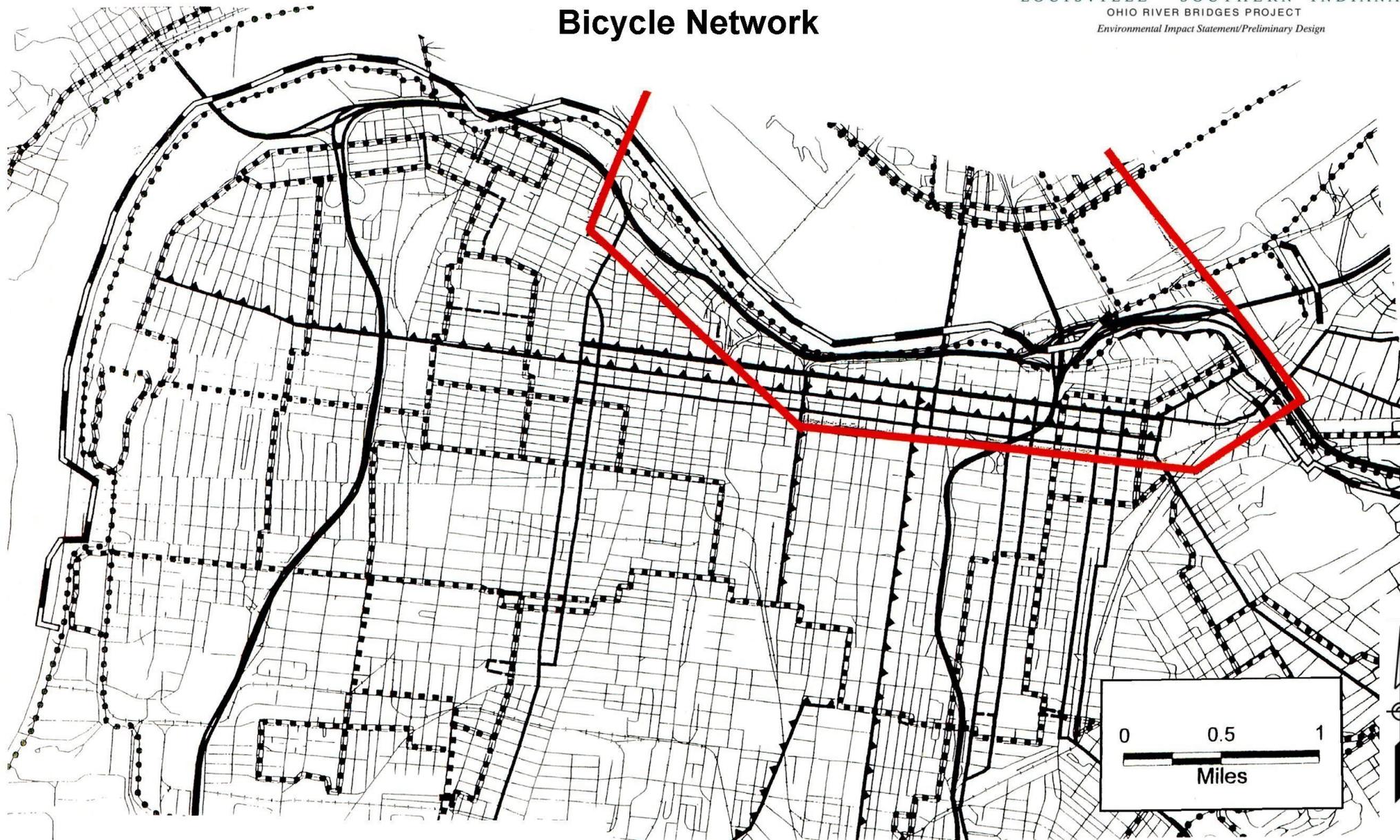
**Project Limits Are Shown In Red**

Source : *KIPDA Regional Bicycle and Pedestrian Plan*  
December 1998 Figure 15

**Figure 4.1-7**

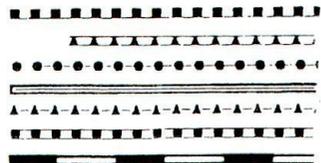


# West and Downtown Louisville Bicycle Network



**PLANNED BICYCLE FACILITIES**

- Shared lane
- Future shared lane when improved for safety
- Multi-use path
- County Loop Trail
- Bike lane
- Designated bike route
- Completed facility

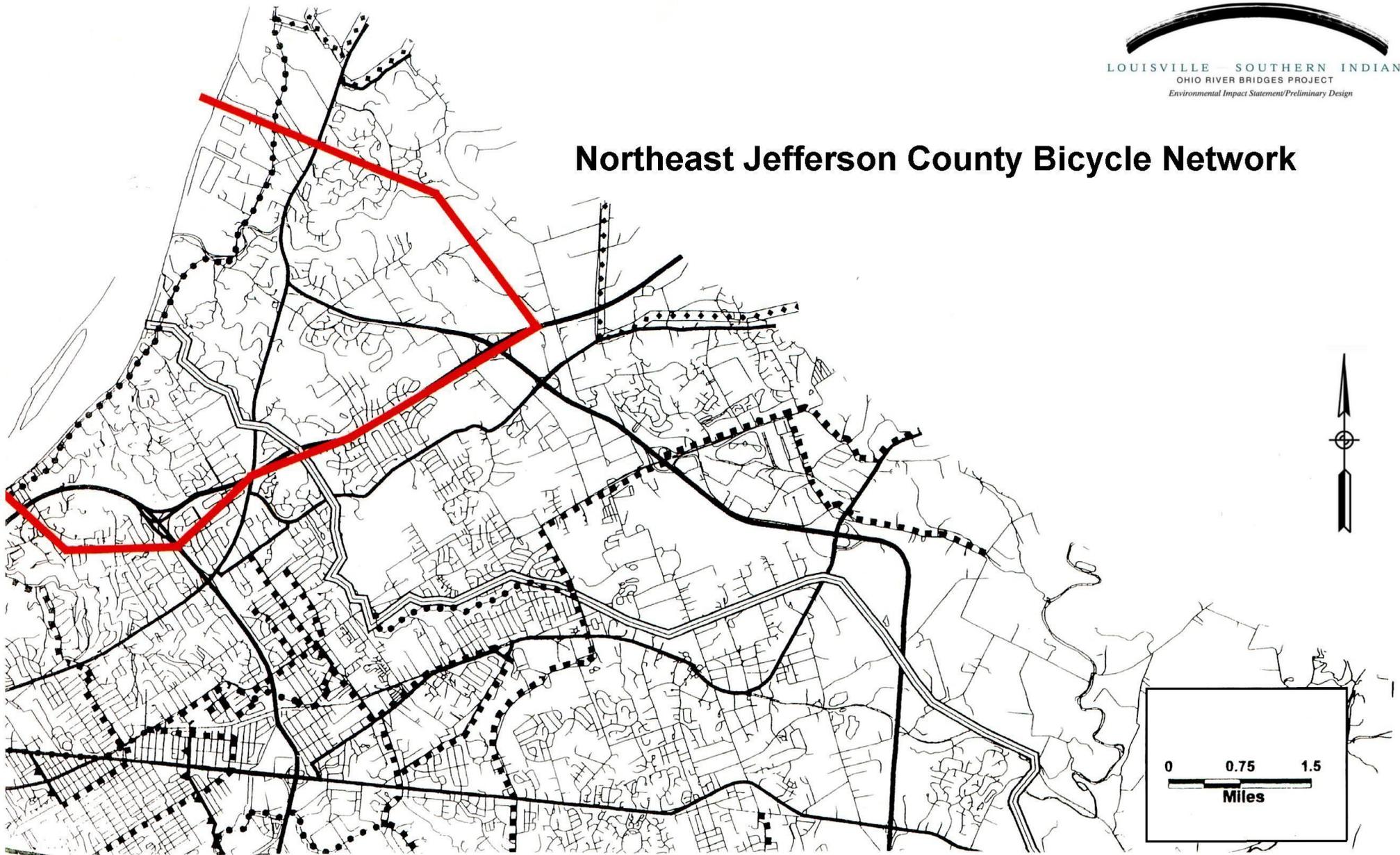


**Project Limits Are Shown In Red**

Source : KIPDA Regional Bicycle and Pedestrian Plan  
December 1998 Figure 19

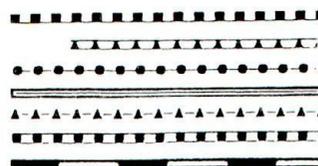
**Figure 4.1-9**

# Northeast Jefferson County Bicycle Network



**PLANNED BICYCLE FACILITIES**

- Shared lane
- Future shared lane when Improved for safety
- Multi-use path
- County Loop Trail
- Bike lane
- Designated bike route
- Completed facility



**Project Limits Are Shown In Red**

Source : KIPDA Regional Bicycle and Pedestrian Plan  
December 1998 Figure 25

**Figure 4.1-10**

**TABLE 4.1-9**  
**CLARK COUNTY, INDIANA**  
**RECOMMENDED PEDESTRIAN AND BICYCLE PROJECTS**

Local Priority	Street Name	Project Description	Completed
1	Maintenance Policies and Provisions	For all bicycle and pedestrian facilities	
1	Eastern Blvd.	Add sidewalks on Eastern Blvd.	
1	Clark Blvd.	Add sidewalks on Clark Blvd.	
1	IN 131	Add sidewalks on IN 131	
2	IN 62 Shared Lane	Add 2 feet to curb lanes for bicyclists from I-65 to Reed Lane	
1	IN 62 Sidewalk	Add sidewalks from I-65 to Reed Lane	
*1	Court Ave. Shared Lane	Extend west to U.S. 31 and add 2 feet to curb lanes for bicyclists	
*1	Court Ave. Sidewalk	Add sidewalks	
2	Cooper Lane Shared Lane	Add 2 feet to curb lanes for bicyclists from U.S. 31 to Utica/Sellersburg Road	
1	Cooper Lane Sidewalks	Add sidewalks from U.S. 31 to Utica/Sellersburg Road	
2	Hamburg Pike Shared Lane	Add 2 feet to curb lanes for bicyclists from Dutch Lane to New Albany/Charlestown Road	
1	Hamburg Pike Sidewalks	Add sidewalks from Dutch Lane to New Albany/Charlestown Road	
*1	8 <sup>th</sup> Street	Add 2 feet to curb lanes for bicyclists from Spring Street to Perrin Lane	
*2	Riverfront Path	Multi-use path along river from Falls of the Ohio to Utica	
*2	River Greenway - Sponsored by the Army Corps of Engineers	A scenic byway facility will connect Jeffersonville, Clarksville, and New Albany, providing access to the riverfront and Falls of the Ohio, to include bike and pedestrian trails	

**TABLE 4.1-10**  
**JEFFERSON COUNTY, KENTUCKY**  
**RECOMMENDED PEDESTRIAN AND BICYCLE PROJECTS**

Local Priority	Street Name	Project Description	Completed
2	Inventory of Jefferson County Sidewalks		
2	Bike Racks	On TARC buses - recommended for a demonstration project	
1	Bicycle Coordinator Position		
1	Maintenance Program		
1	Bus Shelters	Equipped with bike/pedestrian amenities	
13	MSD Easement	Construct 12' path	
*2	Jefferson County Loop Trail	Will follow creeks and connect with Riverfront Path, circling the county	
*1	Upper River Road Trail	Construct 12" path Zorn Avenue to Hays Kennedy Pike and Shared Lane	Scheduled Project
*2	Adams Street	Sign and stripe as needed shared lane Clay Street/Riverwalk to Spring Street/Story Avenue	
*	Beargrass Bikeway 1	Bicycle trail from Payne Street/ Spring Street to Cherokee Park	Yes
*13	Butchertown Greenway Trail	Construct .5 mile multi-use trail 10'-14' wide Story Avenue to River Road	Yes
*7	Mellwood Avenue	Sign and stripe 6' bike lane Baxter Avenue to Beargrass Creek Path	
*2	Payne Street + (Alley Ewing to Birchwood)	Sign and stripe as needed shared lane from Spring Street/ Story Avenue to Birchwood Avenue	
*2	Spring Street	Existing 5' bike lane from Story Avenue to Payne Street/Beargrass Bikeway 1	Yes
*2	Washington Street	Sign and stripe as needed shared lane from Hancock Street to Adams Street/Spring Street	
*2	Hancock Street	Sign and strip as needed shared lane Washington Street to Oak Street	
*2	Wenzel Street	Sign and stripe as needed shared lane Washington Street to Madison Street	
	Big Four Pedestrian Walkway	Pedestrian connection between Waterfront Park (in Kentucky) and Rivergreenway (in Indiana)	
North/South Connectors			
*4	2 <sup>nd</sup> and 3 <sup>rd</sup> Street Alleys	Sign and stripe, as needed shared lane Main Street to Cardinal Blvd.	
*3	3 <sup>rd</sup> Street	Construct 6' bike lane Main Street to Oakdale Avenue	
*9	7 <sup>th</sup> Street Road	Sign and strip 6' bike lane Manslick Road to Ormsby Avenue	
*2	8 <sup>th</sup> Street	Sign and stripe as needed shared lane Kentucky Street to Zane Street	
*7	9 <sup>th</sup> Street	Construct 5' bike lane and shared lane Main	

Local Priority	Street Name	Project Description	Completed
		Street to Catherine Street	
Downtown East/West Connectors			
*7	Main Street	Sign and stripe 6' bike lane Story Avenue to 22 <sup>nd</sup> Street	
*7	Market Street	Sign and strip 6' bike lane Baxter Avenue to Northwest Parkway	
*1	River Road	Extend waterfront 12' path from Waterfront Park to Zorn Avenue	Scheduled Next
*1	Ohio Riverwalk Trail	Construction completed on path from the Belvedere to Chickasaw Park	Yes
*1	Waterfront Master Plan	12' path from Riverwalk through Waterfront Park to point near Towhead Island	Yes
	Waterfront Path	12' multi-use path Clark Memorial Bridge to Towhead Island	Yes

As part of the “Open Space Master Plan,” a county perimeter loop trail was proposed to extend along the length of the Ohio River in Jefferson County. The Jefferson County Loop Trail identified in Table 4.1-10 is a scheduled project designed to reveal the natural and cultural history of Jefferson County. It is to be built in phases, and will connect to other parks and greenways throughout its proposed length.

In addition to these designated pedestrian and bicycle routes, all of the Louisville City Parks contain hiking trails. However, none of these trails are regional in scope, i.e., connect the various parks to each other or to parts of the city. They are all contained wholly within the respective park boundaries.

## 4.2 Agricultural

According to the U.S. Department of Agriculture (USDA), agricultural receipts and acres of agricultural land within the LMA are the greatest in Clark and Oldham Counties (see Table 4.2-1). The majority of the farms are in crop production, led by tobacco and corn. The LMA has a well-established network of agricultural services. Stockyards, tobacco warehouses and farm markets are abundant. Until recently, Phillip Morris was one of the area’s largest employers. As development pressures continue around the LMA, land is being removed from agricultural use.

**TABLE 4.2-1**  
**AGRICULTURAL STATISTICS**

County	1999 Receipts	Acres in Farm (1997)	Acres in Farm (1987)	% Change
Oldham	\$23,123,000	175,000	201,400	-13.1
Bullitt	\$7,465,000	139,900	166,100	-15.8
Jefferson	\$14,676,000	84,300	136,900	-38.4
Clark	\$29,014,000*	268,600	293,800	-8.5
Floyd	\$5,911,000*	71,400	80,300	-11.1
Total	N/A	738,800	878,000	-15.9

Sources: Kentucky Department of Agriculture and Indiana Office of the Commissioner of Agriculture

\* Receipts for Clark County and Floyd County were available only for 1998 and 1997, respectively.

### 4.3 Historic and Archaeological Resources

#### 4.3.1 Above-Ground Resources

To identify and determine potential project impacts upon historic and cultural resources, detailed inventories were undertaken. This included the completion of the following tasks:

#### Determination of the Area of Potential Effect (APE)

The APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking” (36 CFR Section 800.16(d)). The development of the APE is the first step in the Section 106 process to identify historic properties that may be affected by the Project, or “undertaking.” Two APEs have been delineated, one for a broad identification of resources, which was used in the development of project alternatives, and one for more specific identification of resources and assessment of effects for those alternatives. The first APE is referred to as the **Broad APE** and the second is referred to as the **Alternative Specific APE**.

The Broad APE was developed through a series of reviews beginning in late 1998. The APE was initially defined as a very broad project study area by the FHWA, INDOT, and KYTC (see Figure 4.3-1). Historical and archaeological professionals began identifying historic properties in the project area.

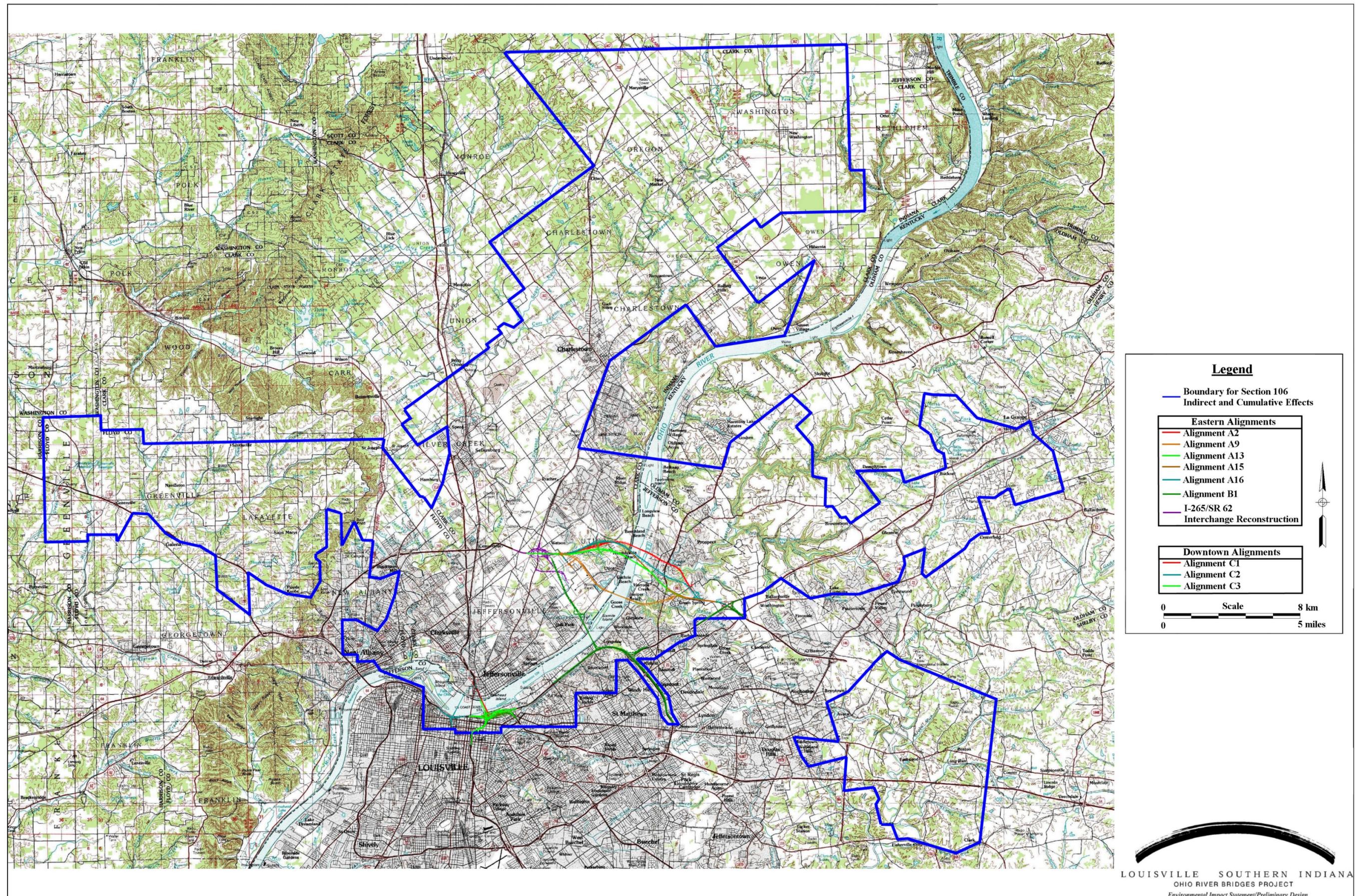
The Broad APE was defined to locate historic properties and was also used to consider a reasonable range of project alternatives. Numerous historic properties listed on the National Register of Historic Places (NRHP), as well as properties identified in previous historic sites and structures surveys in Indiana and Kentucky, were identified within the Broad APE. It is important to note that extensive local attention was given to identifying historic properties within the general project area. Information on the NRHP-listed historic properties identified within the

Broad APE was used to refine the range of alternatives and identify those to be carried forward for more detailed evaluation. After project alternatives were identified and refined, a second, narrower APE referred to as the Alternative Specific APE, was defined. This included geographical areas adjacent to the approximate right-of-way of each alternative and an adjacent buffer area generally defined by the surrounding topographical features. These boundaries were developed based on a review of the areas in which elements of project alternatives (roadways, bridges and ramps) might be located.

The Alternative Specific APE was used as the basis for more detailed field reviews of additional historic properties that might be eligible for inclusion on the NRHP. The Alternative Specific APE initially delineated for the project included approximately 8,286 acres (nearly 13 square miles). As a result of comments received from the consulting parties, the Alternative Specific APE was again revised for potential noise and visual effects, the latter for potential views along the river. As such, there was a significant increase in the number of resources evaluated for listing on the NRHP.

The evaluation of potential noise impacts was based on an increase of 5 dBA over existing levels, which resulted in an Alternative Specific APE of approximately 13,798 acres (more than 21.5 square miles).

Aerial and topographical maps were reviewed to understand the relationship between proposed project elements and the surrounding land. Preliminary plans were developed to a level of detail necessary for a preliminary evaluation of potential effects. The preliminary plans provided an overview of engineering details such as roadway alignment locations, approximate elevations, expected right-of-way requirements and other anticipated project elements.



**Expanded Broad Area of Potential Effect  
for Evaluating Indirect & Cumulative Effects on Historic Properties**

**Figure 4.3-1**

Factors considered in delineating the Alternative Specific APE included the potential for direct property impacts (encroachment, destruction, etc.), as well as proximity impacts, such as noise, visual, construction and vibration effects. Topography was visually reviewed to identify landforms and elements such as bluffs, ridgelines, water bodies, depressions, etc. that aid or impede the propagation of effects from the undertaking. Elements of the natural environment, such as tree cover, were evaluated for their role in shaping the potential effects of the undertaking. A “worst case” winter-like landscape was assumed during the evaluation of visual effects. In addition, manmade elements, such as existing buildings, roadways and bridges, were considered in defining the area in which effects might occur. As a result, the boundaries of the Alternative Specific APE, identified in yellow on Figures 4.3-2 through 4.3-7, inclusive, largely follow landscape contours, such as ridgelines, tree lines and creek valleys. In some cases, the APE was expanded further to follow known property boundaries. Boundaries were never reduced based on property ownership. These boundaries were based on the professional judgment of professionals qualified for this work and were refined as a result of Section 106 consultation meetings.

The delineation of the Alternative Specific APE took into account:

- Alternative locations for elements of the undertaking;
- Locations where the undertaking may result in the disturbance of the ground or the encroachment of a project element onto a property;
- Locations from which elements of the undertaking (e.g., structures or land disturbance) may be visible or audible, or where the undertaking may have vibration and/or construction effects; and
- Areas where there may be indirect as well as direct effects.

Scale and setting were considered in defining the APE. One method of examining the scale of a highway project is measured by the width of right-of-way required. The potential impact of an alternative can be greatly influenced by the features included in the typical roadway section and the relative positioning of the roadway/bridge grades to the surrounding terrain. Impacts to setting may be influenced by the degree to which existing roadways are incorporated into the project and the area in which an alternative is being considered. Setting is an important consideration for this project because much of the area is either highly urbanized or undergoing transition to some type of more intensive development. Accordingly, the APE has been delineated more narrowly in these urbanized areas.